

**Pag 3**, between paragraphs [0005] and [0006], insert the new paragraph:

a5 [0005.5] DESCRIPTION OF THE PRIOR ART

**Pag 7**, replace paragraph [0013] with the following amended paragraph:

a4 [0013] SUMMARY OF THE INVENTION

**Page 12**, delete paragraph [0024]:

**Page 14**, replace paragraph [0030] with the following amended paragraph:

a1 [0030] BRIEF DESCRIPTION OF THE DRAWINGS

replace paragraph [0031] with the following amended paragraph:

a8 [0031] Further characteristics, possible applications, and advantages of the invention will become apparent from the ensuing description of exemplary embodiments of the invention, taken in conjunction with the drawings, in which

**Page 15**, between paragraphs [0037] and [0038], insert the new paragraph:

a9 [0037.5] DESCRIPTION OF THE PREFERRED EMBODIMENTS

**Page 17**, replace paragraph [0042] with the following amended paragraph:

a10 [0042] The high-pressure reservoir 16 is embodied as a storage strip of a common rail (CR) fuel metering system. A pressure sensor is disposed on the high-pressure

reservoir 16; it detects the injection pressure prevailing in the high- pressure reservoir 16 and generates a corresponding output signal  $P_r$ . From the high-pressure reservoir 16, a plurality of injection valves 9 - in the present case, four of them - branch off, by way of which fuel is injected into the combustion chambers 4 of the cylinders 3 of the engine 1. For injection of fuel, the injection valves 9 are triggered by a suitable trigger signal ES. The spark plug 10 is triggered by a trigger signal ZW.

**Page 20**, replace paragraph [0048] with the following amended paragraph:

[0048] Both high-pressure pumps 14, 15 are disposed in this single fuel circuit. Both high-pressure pumps 14, 15 are triggered independently of one another by the control unit 22 via a common pressure regulating circuit. For economy of operation, in terms of resources, of the fuel metering system 11, both high-pressure pumps 14, 15 are triggered with the same triggering time signal T. The triggering time signal T is accordingly calculated once and for all in the control unit 22 for both high-pressure pumps 14, 15.

**Page 22**, replace paragraph [0053] with the following amended paragraph:

[0053] Fig. 3 shows a triggering of the high-pressure pumps 14, 15 of the fuel metering system 11 of Fig. 2 in accordance with a preferred embodiment. In the upper half of Fig. 3, the stroke  $h_1$  of the high-pressure pump 14 is shown, and in the lower part, the stroke  $h_2$  of the high-pressure pump 15 is shown. It is clearly seen that the two high-pressure pumps 14, 15 are triggered oppositely from one another. It can also be

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cont learned from Fig. 3 when the pump pistons of the high-pressure pumps 14, 15 execute an intake stroke, or when they pump fuel into the high-pressure reservoir 16 in a pumping stroke.

**Page 24, after paragraph [0055] insert the following new paragraph:**

A13 [0056] The foregoing relates to preferred exemplary embodiments of the invention, it being understood that other variants and embodiments thereof are possible within the spirit and scope of the invention, the latter being defined by the appended claims.

A14 **Page 25, Line 1, delete "Claim" and insert "We Claim"--.**